

→ Developed land in the U.S. has increased almost three times faster than population. The United States contains about 4.5 percent of the world's population but emits close to 25% of all GHG.

→ Each second, America's transportation sector burns 6,300 gallons of oil, producing **more CO2 emissions than any other nation's entire economy except China.**

→ Transportation accounts for the second largest share of the US's GHG emissions, about 33 percent.

→ Shifting 10 percent of long-haul freight from the highway to the railway would reduce annual greenhouse gas emissions by more than 12 million tons.

→ Eliminating one vehicle and using public transit can **reduce a two-car household's carbon footprint between 25-30 percent.**

→ Residents of the most walkable areas of the country **drive 26 percent fewer miles per day than those living in the most sprawling areas.**

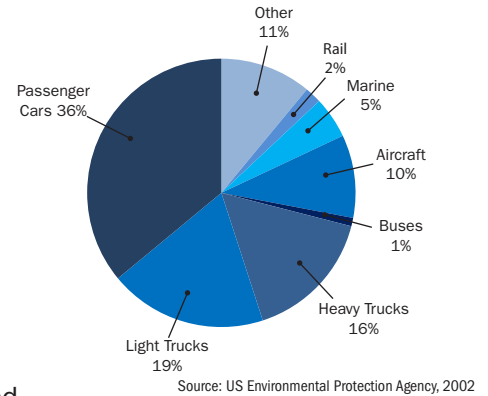
Sources available upon request

Climate + Transportation facts

Transportation + Climate Change

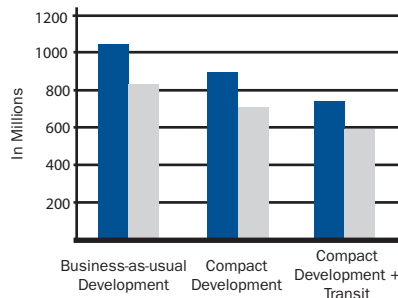
Efforts to address transportation's impact on climate change have often focused on just two solutions: (1) improving fuel economy; and (2) reducing the carbon content of the fuel itself. While these efforts are important in the fight against climate change, they need to be joined by a third solution: policies that give Americans more transportation options and help them drive less every day. Unless we help Americans use cars less and invest in public transportation, rail, and biking and walking facilities, improvements in fuel economy and quality will be canceled out by projected increases in both population and vehicle ownership in the United States.

US Transportation Emissions by Sector



The Climate - Land Use Connection

Since 1980 driving has grown three times faster than population, and almost twice as fast as vehicle registrations. This is due to sprawling growth, as the developed portions of the U.S. have increased almost three times faster than population.



How will we house the next 100 million Americans?

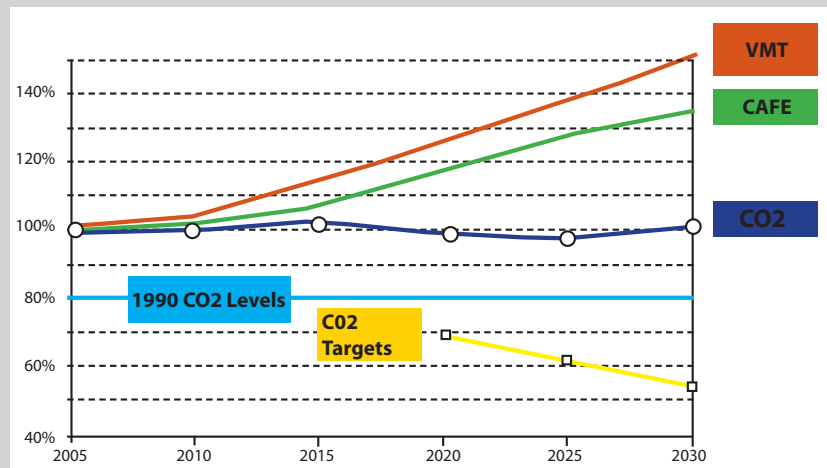
How we grow will determine if we can meet the climate challenge. Compact, walkable and bikable neighborhoods create less driving and less carbon emissions. A walkable neighborhood with transit access produces even less carbon.

Studies that compare different neighborhood and regional development patterns find strong evidence that more compact development generates less overall driving, reducing trips by 20-50 percent.

VMT's Impact on CO2 Reductions

While fuel efficiency standards have been raised, carbon levels in fuels have decreased, and new research has increased the viability of biofuels and electric vehicles. However, the continued growth in total miles driven (Vehicle Miles Traveled, or VMT) is on track to overwhelm these technological developments, so if current trends continue, VMT will increase by 60 percent from 2005 to 2030, making it almost impossible for the country as a whole to meet the GHG reductions targets by 2050.

This chart shows the upward trajectory of nationwide VMT and its impact on CO2 emissions levels despite efforts to reduce carbon via efficiency measures.



We can make a difference... here's how.

Our Goals

- Mitigate the impact of volatile energy costs and increasing commute burdens on families by increasing transportation options for access to jobs, education, shopping and recreation.
- Make a significant contribution to achievement of the nation's climate change objectives through transportation program reform. Increase access for households of all incomes to decent, affordable housing near public transit, job centers and other locations that facilitate reductions in transportation costs.

Policy Recommendations:

Establish National Transportation Objectives that include energy use and greenhouse gas emission reduction targets (such as those in S.1036 and HR 2427).

- Set emissions reduction targets for the transportation sector to 20% below 1990 levels by 2020 and to 80% below 1990 levels by 2050
- Use a comprehensive Blueprint transportation planning process to set states and regions on the right track towards reducing emissions.
- Fund States and regions to make the upfront infrastructure investments contained in the Blueprint plan that will help reduce emissions
- Monitor progress toward emissions reduction goals, and establish accountability mechanisms, including incentives and rewards for performance.
- Provide funding for USDOT and USEPA to work with states, regions and localities to improve transportation and land use modeling, provide technical assistance to communities to develop and monitor plans, and support research and best practices to reduce transportation related GHG emissions.

Integrate complementary transportation policies into any national climate policy

- National climate policy should be used to jumpstart America's 21st Century economy by providing opportunities for infrastructure investment that creates lasting and well-paying green jobs in the transportation sector.
- These policies should support clean transportation through improved emissions-based transportation planning, public transit, bicycling and pedestrian options, passenger and freight rail, traffic management, and telecommuting, and other emissions-reducing transportation strategies that are well-coordinated with local growth and development goals.

Increase investment in all transportation modes.

- Federal policy should focus on improving the conditions and safety of existing roads and bridges to reduce congestion and decrease fatalities.
- Put all modes on equal footing for cost participation ratios and the project approval process.
- Maintain the environmental protections enacted since 1970, including NEPA, the Clean Air Act, Clean Water Act, and other related legislation.